

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:06 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 655 Const Calendar Day: 84 Date: 27-Aug-2012 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 03:00 am 01:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 70 - 80**Precipitation** 0.00"**Condition** Partly cloudy in the AM to mostly sunny in the PMWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Continued to survey the additional points with the total station requested by TY-Lin designers Paul Chou and Hyat Tazir for the laser scan point cloud at the east end of the bridge. The points surveyed today were predominately on the Seismic joint corners of both the Skyway and SAS. These points are difficult to access since fall protection is required, points requested are on a narrow ledge which is a challenge to orient the bipod legs, also the line of sight is limited with all of the equipment in this area. However given the obstacles the survey went well with a few points that need to be surveyed tomorrow morning.

Backsights were set up starting at 3:00am and the survey was completed at 5:50am. The official time of sunrise today was at 6:36am per weather.com. The ambient temperature during the survey was 58F under mostly cloudy skies. The corresponding steel temperature was 52F measured on the E-Line Skyway tub section. Wind speed during the survey was from the West at 6mph and the barometric pressure was 30.01"Hg.

- Attended weekly SAS Safety Tailgate meeting at 8:00am.

- Gave Rob Kobal all of the information to request a scan survey of the Skyway bikepath. At this time I can not facilitate this request given the work that I am doing for load transfer.

- Retrieved the backsight set over control point AJ631 on pier E6 of the existing SFOBB east span. The backsight was plumb when checked. To reiterate the sunlight can alter plumb of the target if the backsight is not carefully monitored or set up with weights on the tripod legs.

- Prepared for surveying the remaining points with the total station early tomorrow morning.

- Began to process the surveying data gathered today.

